

LEFT HIS FORTUNE TO ART.

New York's Metropolitan Museum to Get J. S. Rogers' Estate.

The Request Represents Between \$5,750,000 and \$7,750,000—Relatives Receive Very Little—A Big Will Contest Likely to Result.

NEW YORK, July 5.—By the will of the late Jacob S. Rogers, the millionaire locomotive builder of Paterson, N. J., the Metropolitan Museum of Art of this city, is to receive the enormous endowment fund of anywhere from \$5,750,000 to \$7,750,000. With the exception of eight bequests, amounting in all to only \$250,000, the entire estate of the eccentric old gentleman who for years led the life of a semi-recluse is bequeathed to a museum that is devoted to matters concerning which Mr. Rogers had little knowledge, and in which he was supposed to have even less interest.

This princely endowment will put the Metropolitan Museum of Art on a basis of financial resources superior, probably, to that of any similar institution in the world. It raises it from a position of comparatively narrow resources to one of great affluence. The total resources of the museum, as shown by the last annual report, were but little over \$600,000. By Mr. Rogers' great endowment, this sum will be increased to certainly nearly \$6,000,000, and perhaps to somewhere near \$7,500,000.

It is, of course, impossible to estimate within a million or so of the value of Mr. Rogers' fortune. The estimate of \$5,000,000 which frequently was made prior to his death is undoubtedly in excess of the real amount. He was a secretive man, and his affairs were conducted in a way that seemed to amount to absurdity. His will was only made public within an hour of his funeral in Paterson late this afternoon.

But the scanty bequests to relatives and the lavish liberality to the Metropolitan Museum of Art are not the only things Mr. Rogers left behind him. He left the seeds of what has every promise of being one of the greatest will contests ever known in the New Jersey capital. Peculiar to him, Mr. Rogers seems to have cleared the ground and left the arena wide open for the contestants to go in and fight it out to their hearts' content. Nowhere else in the world are there any precedents which cut off any of the individual legacies if they make a contest.

There were something like a dozen men and women, relatives of Mr. Rogers, who were present when the will was read, and who might naturally be expected to remember in it. They assembled together in the dining room parlor across the hall from the little reception room in which the body had been lying during the funeral services and ranged themselves around the room, while William Patterson, one of the executors, unfolded the paper.

The document, dated June 23, 1892, proved to be a very short and concise presentation of the donor's wishes as to the disposal of his property. In a codicil, \$100,000 is given to Theodore B. Rogers, a nephew, of Wilmington, Del. This gentleman, in fact, turned out to be the principal legatee mentioned in the will, for in addition to the \$100,000, he received all the household goods, pictures, horses, cattle, equipage, the fine stock of wines, and the other household supplies which were in Mr. Rogers' possession at the time of his death.

By the terms of the will, Mr. Rogers, who was down for a legacy of \$100,000, Columbus B. Rogers, however, died some time ago, so that legacy has lapsed, as has also one of \$25,000 made to Asahel S. Levy, a New York lawyer and friend of Mr. Rogers, and one of \$5,000 to Miss Ellen Allen, who for many years was Jacob S. Rogers' housekeeper. Both Miss Allen and Mr. Levy died some time ago.

All the other legacies which stand are for \$5,000 each to Edward A. Rogers, daughter of Columbus B. Rogers; Julia Gately, also a daughter of Columbus B. Rogers; Mary J. Westfield, a daughter of Jason Rogers; Flora E. Rogers, a daughter of Jason Rogers; Annie R. Dupont, a daughter of Theodore Rogers; Elizabeth K. Rogers, also a daughter of Theodore Rogers; William B. Rogers, Jr., and William Dupont, grand nephews of the deceased, are to receive during their lives \$500 a year each, which sum is to be derived from the income of the real estate which Mr. Rogers owned, and the balance of the income to go, together with all the residue of the entire estate, to the Metropolitan Museum of Art.

After the death of the recipients of these two bequests of \$500 a year each, all the landed estate of Mr. Rogers, consisting of valuable holdings in Broadway and upper Fifth Avenue, New York, as well as some forty acres of land, most of which is in the finest residential part of Paterson, is to go in its entirety to the Metropolitan Museum.

To make it doubly sure that none of this vast fortune bequeathed to public use by any chance be given back to the members of the family it is provided that if any of the legacies are not received by the Metropolitan Museum of Art it is incapable of receiving for any reason the bequest then the whole of the gift to the institution is to be divided among the New York Historical Society, the American Museum of Natural History, the General Society of Mechanics and Tradesmen, the Mercantile Library Association, and the New York Library Association.

DRIVEN BACK BY INDIANS.

Japanese Fishermen Surrounded by War Canoes in British Columbia.

VANCOUVER, B. C., July 5.—The first conflict between 5,000 white and Indian fishermen in British Columbia took place today.

Five hundred Japanese made for the river to cast their nets, when 1,000 Indians shot out from the shore in their war canoes and completely surrounded the Japs, drawing closer and closer until they had them at their mercy. The Japs asked to be allowed to go ashore. They were permitted to do so, and, followed by the Indians, were driven inside the nearest salmon cannery like sheep and secured for the night.

The Japanese were unarmed. They say they will get out tomorrow, armed for the occasion.

Killed by a Clerk.

COLUMBIA, S. C., July 5.—John D. Collins, a merchant of Spartanburg, proprietor of the Bee Hive store, was shot and killed this afternoon by Clifton Ghoslin, nineteen years old, one of his clerks. Collins lived several hours. North-made a statement as to the cause of the shooting.

Interest paid on deposits subject to check. Banking dept., Union Trust & Savings Co., 1414 F.

THE FAMOUS ORDER TO DEWEY.

Lieutenant Whittlesey Said to Have Written the Message.

It now appears to be pretty well established that the man who wrote the famous despatch to Dewey on April 24, 1898, calling him to capture or destroy the Spanish fleet in the Philippines, and about whose identity there has been considerable doubt, is Lieut. James H. Whittlesey, now on the flagship New York at Kobe, Japan.

E. W. Callahan, Registrar of the Navy Department, was recorder of the Strategy Board and a cipher expert in the Bureau of Navigation in the war with Spain, said yesterday that he recalled helping Lieutenant Whittlesey put the famous despatch into cipher for transmission to Dewey and was practically certain that Whittlesey had written it. Another man said to a reporter that he had asked Whittlesey for an original rough copy of the despatch to be kept as a souvenir and Whittlesey explained that he had destroyed it as a means of precaution. Whittlesey said also, according to this man, that he had been told in general terms by one of his superiors, probably Rear Admiral Rowan, that the despatch was written by a man who had been in the Philippines, and that he had written the message in his own words, using expressions from the cipher book as much as possible.

Secretary Long's only criticism of the wording of the despatch was that it said "war has commenced," while the Spanish despatch to Dewey, but such a despatch it must have been some subordinate clerk in the department, all kinds of surmises have been afloat as to who did write it.

The suggestion has been made that if anyone had knowledge of the individual who framed the message, it must surely be Vice President Roosevelt, who, as Assistant Secretary of the Navy, was practically responsible for the routine of the Navy Department when the Spanish war broke out. The President at Oyster Bay, and asked him if he could give to history the name of the man who wrote that despatch. The Vice President declined to answer the enquiry specifically, and intimated that the Secretary of the Navy was responsible for the routine of the Navy Department, and for all other actions, and the question as to who penned some particular despatch is of no moment whatever.

Mr. Roosevelt, however, heartily endorsed Secretary Long's opinion that no sufficient credit and praise had been given to the man who wrote the famous despatch. "I was glad, indeed," he said, "to see the way in which the Secretary of the Navy has written and signed by Roosevelt, and read as follows: 'Dewey, Hongkong: Order your squadron to proceed to Olongapo, to Hongkong. Keep full of coal in the event of a declaration of war with Spain your duty will be to capture or destroy the Spanish fleet in the Philippine Islands, and then offensive operations in the Philippine Islands. Keep Olympia until further orders.'"

FOUGHT A DUEL IN PARIS.

Mark Hopkins, of Baltimore, Victorious Over a Frenchman.

NEW YORK, July 5.—A special cable to the "Journal" from Paris says that Albert Hopkins, son of the President of the Women's College in Baltimore and a member of the Baltimore Athletic Club, was the victor in a duel with a Frenchman. Hopkins, who is an athlete and used to be a pitcher at St. John's College, Baltimore, promptly slugged the Frenchman's face.

This led to a meeting with swords in the Bois de Boulogne. Hopkins was slightly scratched on the cheek, while his adversary had his sword arm disabled.

DAMAGED BY HAILSTONES.

A Western Train Suffers in a Severe Storm.

LINCOLN, Neb., July 5.—The Burlington Portland train arrived here today with every window pane on the north side of the car broken, and with dents half an inch deep in the sides and the paint almost entirely scraped away. A furious hailstorm, encountered near Alliance last evening, caused the damage. Trainmen assert that hailstones as large as golf balls fell.

The storm came up suddenly, and the first passengers knew of it was when great pieces of ice came thundering upon the roofs and crashing through the windows. The storm lasted for several minutes, and the broken windows and dents were followed by a rain that completely soaked the interiors of the coaches, rendering them uninhabitable.

No cars were within three hundred miles, and most of the night was spent uncomfortably. A terrible panic existed for a time among the passengers, many of whom were injured by flying glass. The storm occurred in the cattle country, and reports received tonight indicate much damage.

ACCUSED OF PENSION FRAUDS.

H. M. Hendricks, Arrested in Indiana, to Be Brought Here.

LA FAYETTE, Ind., July 5.—H. M. Hendricks, in all the city in charge of swindling, will be taken to Washington for trial. Commissioner Evans has submitted evidence to the authorities that Hendricks, under the alias of William H. Swallow, was guilty of numerous pension swindling operations in that city, and that for one of his offences the Government secured his conviction and his sentence to the penitentiary at Albany, N. Y. Accusations continue to multiply showing that Hendricks is wanted in several States.

A. J. MONTAGUE ILL.

The gubernatorial candidate at White Sulphur Springs, W. Va.

RICHMOND, July 5.—Attorney General Montague is the leading candidate for the gubernatorial nomination, is sick at the White Sulphur Springs in West Virginia.

\$125 to Baltimore and Return via B. & O. Saturday and Sunday.

July 6 and 7, tickets good for return until following Monday. Good on all trains except Royal Limited.

ENGLAND'S NEW WARSHIPS.

Innovations in Armament and Increase in Speed Planned.

Three Vessels to Outclass the Formidable and Have 18,000 Horsepower Engines—Multiple Batteries of a New Type to Be Introduced.

LONDON, July 5.—The shipbuilding programme for 1901 was announced in the House of Commons today. It comprises three battleships of a new and improved class, six destroyers of the Mounmouth class, and ten improved destroyers.

Arnold Foster, Parliamentary Secretary to the Admiralty, explained that there had been for some time some anxiety as to the character of the battleships now being built. It was generally admitted that there had been considerable progress in the matter of armament. Changes should, therefore, be made in the direction of increasing offensive and defensive battleships. The programme provided for three battleships of the London and Formidable class. The new ships, he said, would be named King Edward, Commonwealth, and Dominion, the names for the latter two being selected in recognition of the services of the colonies during the war.

Each of the new ships would show improvements over the London and Formidable type and some novel features would also be introduced. They would have a displacement of 16,500 tons, be twenty feet longer than the London and Formidable, and have engines of 18,000 horse power, with which it was expected they would attain a speed of 18½ knots. They would be protected by an armor belt from the lower protected gun to the main deck, and the water line and then by another armor belt to the main deck, the latter to continue along the whole length of the ship.

A curious feature, never before introduced, would be a battery of ten 6-inch guns, which would be located in seven-inch armor. This battery is to be divided by traverses to diminish the effect of a shell penetrating the armor. Another peculiarity would be the addition of four 12-inch guns. There would also be four 8.2-inch guns of very great power, never before introduced in the secondary armament of any first-class battleship. Mr. Foster added that the ten destroyers to be built would be stronger than the present type.

ENGLAND FULLY PREPARED.

Her Mediterranean Fleet Not as Weak as Critics Claim.

LONDON, July 5.—Lord Selborne, First Lord of the Admiralty, discussing the naval position in the House of Lords today, maintained that the British Mediterranean fleet was sufficient to meet all exigencies and could speedily be made equal to any possible combinations. He announced that two submarine boats were now being ordered, one of which would be ready for trial in September.

NO DESIGNS ON MOROCCO.

Delancey Denies the Rumor Suggesting French Aggression.

PARIS, July 5.—In the Senate today, Foreign Minister Delancey said: "When events forced us to occupy the southern Algerian oasis we solemnly declared that we wished to be martyrs of our own house to the east of the left. We will undertake nothing beyond that. We shall remain faithful to that promise. Morocco knows that we are resolved to respect the integrity of her territory and we have responded with hearty good will to the friendly assurance of the Moroccan Embassy."

BELGIUM A BRITISH ALLY.

Recent Pro-Belge Demonstrations Officially Discussed.

BRUSSELS, July 5.—Replying to an interpellation in the Chamber of Deputies today a representative of the Government expressed Belgium's absolute friendship for Great Britain. It is understood the Government is determined to suppress all demonstrations hostile to Great Britain.

SENATOR HANNA'S TRIP.

No Meeting With Mr. Morgan Arranged, He Says.

PITTSBURGH, July 5.—Senator Mark Hanna passed through Pittsburgh tonight on his way to Philadelphia and New York. It is understood that Hanna is going to see J. Pierpont Morgan to try and get the Wolf Club here this afternoon during a heavy thunderstorm. Frank Proutt, nine years old, is the boy who was killed, and James Colliery, ten years old, John Colliery, fifteen years old, and Thomas Proutt, eleven years old, and James Green, fifteen years old, were stunned.

A FATAL LIGHTNING BOLT.

One Boy Killed and Four Others Stunned Under a Tree.

GLEN RIDGE, N. J., July 5.—One boy was instantly killed and four others stunned by lightning on the grounds of the Glen Ridge Golf Club here this afternoon during a heavy thunderstorm. Frank Proutt, nine years old, is the boy who was killed, and James Colliery, ten years old, John Colliery, fifteen years old, and Thomas Proutt, eleven years old, and James Green, fifteen years old, were stunned.

STREETS SPOUTED BRICKS.

The Heat Causes a Queer Phenomenon in Kansas City.

KANSAS CITY, July 5.—Persons living on streets paved with brick have seen some queer capers on the part of the pavement during the last few days. While the sun was beating down with all the heat at its command, the pavement slowly expanded and bulged out in the center until, like volcanoes, the streets have spouted bricks into the air, sometimes to a height of ten feet.

AN OFFER TO SAN FRANCISCO.

Andrew Carnegie Promises \$750,000 for a Free Library.

SAN FRANCISCO, July 5.—Mayor Phelan today received a letter from Andrew Carnegie, offering \$750,000 for a free library for San Francisco, providing the city guarantee to spend \$25,000 a year for its maintenance. He suggested that half this sum be spent for a central library and the remainder for branches.

This offer by Mr. Carnegie was the result of a letter written by Mayor Phelan last March and calling attention to the fact that San Francisco had no adequate building for its growing free library.

ATTACKED BY STRIKERS.

Non-Union Men Taken From a Southern Train.

CHARLESTON, S. C., July 5.—A party of striking machinists held up a train on the Southern Railway at the city limits this morning and after forcing open the door, hurled to the ground twelve non-union men who had been shipped here. Detectives have been put to work on the case with the hope of arresting the robbers, and there will be full prosecution. Because of the interference of strikers the Southern Railway shops may be taken from the city.

MR. GAGE'S BRIEF OUTING.

The Secretary Makes a Trip to Norfolk.

NORFOLK, Va., July 5.—Lyman M. Gage, Secretary of the Treasury, came down from Washington today aboard the lightship tender Holly. He was received at the navy yard by Admiral Cotton. He said he came on a short pleasure trip only. He left for Washington on the Holly shortly afterward.

CUBA'S ELECTION LAW.

The Question of Suffrage Proving a Stumbling Block.

HAVANA, July 5.—The Constitutional Convention, which is considering an election law, is unable to agree on the question of suffrage. The conservative want to countenance universal suffrage. Senator Berriel proposes that extra votes be given in accordance with the plan proposed Thursday. He argues that, according to the census, and allowing for those who have reached the age of twenty-one since the census was taken, there would be about 438,350 possible voters in Cuba. Of these, 338,350 are Cubans, of whom 30 per cent will not vote, leaving 236,600. These will be divided into three parts: there are 90,000 Spaniards and 20,000 other foreigners who, if they outnumber the largest party, would hold the balance of power. He says that by establishing plural voting the voting strength of the Cubans would be raised to 460,800, and that it would be patriotic to take such action. He argued that even if the Spaniards wished to become Cuban citizens they could not do so according to the constitution in time to take part in the election. The president of the convention said the dividing of the island between Spaniards and Cubans was a mere blind. The Spaniards, if they voted at all, would vote with the conservative Cuban.

The race question is also being turned to account. The last census shows that there were 110,000 blacks of voting age when the figures were collected, and they number more now. The Cubans probably look the blacks more than they do the Spaniards, though the latter are the ones who become pressing the radicals will probably show plenty of animus against the Spaniards.

The statement made by Gen. Maximo Gomez to President McKinley that he feels great satisfaction over the acceptance of the Platt amendment has been called here. The "Diario de la Marina" says that President McKinley, being a far-seeker, man, took care that this was not a mere "shot across the bow." "El Mundo," a radical organ, says it intends to have charge of its own policy. This paper has proposed General Gomez for President, but it declared that if he accepted the Platt amendment it would be a "betrayal of the Cuban people." It is obvious that General Gomez is the servant of American politics because he thinks this is the best way to serve Cuba.

The National party will now have to modify its attitude toward the Platt amendment or abandon General Gomez as a candidate for the presidency. "La Lucha" declares the action of General Gomez was prompted by true patriotism and love of peace. The subject of the general's visit to the United States has been discussed in the "Diario de la Marina." NEW YORK, July 5.—Gen. Maximo Gomez will not return to Cuba tomorrow as he intended. Instead he will sail next Wednesday on the steamship Segura.

The reason for this change in his plans was now being discussed in the "Diario de la Marina." It was said that he was visiting some Cuban friends residing in this city.

General Gomez, regarding his trip to Washington, speaks enthusiastically of his reception by President McKinley and other officials. He expressed himself as well pleased with the treatment accorded him by Americans.

An amusing incident occurred yesterday just after General Gomez left his hotel on his way to dine at the home of a friend. He approached Sixth Avenue from the west, and was celebrating the Fourth of July decided to "scare the old man," as one of them irreverently put it. They placed a giant firecracker just behind him, and exploded with a roar most unexpected to the seven-eleven gun. But Gomez only smiled, which, by the way, was the first time he had been seen to smile since he arrived here.

A FATAL LIGHTNING BOLT.

One Boy Killed and Four Others Stunned Under a Tree.

GLEN RIDGE, N. J., July 5.—One boy was instantly killed and four others stunned by lightning on the grounds of the Glen Ridge Golf Club here this afternoon during a heavy thunderstorm. Frank Proutt, nine years old, is the boy who was killed, and James Colliery, ten years old, John Colliery, fifteen years old, and Thomas Proutt, eleven years old, and James Green, fifteen years old, were stunned.

STREETS SPOUTED BRICKS.

The Heat Causes a Queer Phenomenon in Kansas City.

KANSAS CITY, July 5.—Persons living on streets paved with brick have seen some queer capers on the part of the pavement during the last few days. While the sun was beating down with all the heat at its command, the pavement slowly expanded and bulged out in the center until, like volcanoes, the streets have spouted bricks into the air, sometimes to a height of ten feet.

AN OFFER TO SAN FRANCISCO.

Andrew Carnegie Promises \$750,000 for a Free Library.

SAN FRANCISCO, July 5.—Mayor Phelan today received a letter from Andrew Carnegie, offering \$750,000 for a free library for San Francisco, providing the city guarantee to spend \$25,000 a year for its maintenance. He suggested that half this sum be spent for a central library and the remainder for branches.

This offer by Mr. Carnegie was the result of a letter written by Mayor Phelan last March and calling attention to the fact that San Francisco had no adequate building for its growing free library.

ATTACKED BY STRIKERS.

Non-Union Men Taken From a Southern Train.

CHARLESTON, S. C., July 5.—A party of striking machinists held up a train on the Southern Railway at the city limits this morning and after forcing open the door, hurled to the ground twelve non-union men who had been shipped here. Detectives have been put to work on the case with the hope of arresting the robbers, and there will be full prosecution. Because of the interference of strikers the Southern Railway shops may be taken from the city.

MR. GAGE'S BRIEF OUTING.

The Secretary Makes a Trip to Norfolk.

NORFOLK, Va., July 5.—Lyman M. Gage, Secretary of the Treasury, came down from Washington today aboard the lightship tender Holly. He was received at the navy yard by Admiral Cotton. He said he came on a short pleasure trip only. He left for Washington on the Holly shortly afterward.

RACED THE LAWSON YACHT.

The Constitution and Independence in a Chance Contest.

Neither Boat Gained Any Great Advantage During the Brush—Captain Hall the First to Quit—Ready for Today's Three-sided Struggle.

NEWPORT, R. I., July 5.—The Lawson boat Independence had their first meeting this afternoon in the waters of Narragansett Bay and for a time had it out in a beautiful race. The Constitution was the victor in the first heat, but as a result of the brush it would be hard to say which of the two got the better of it, nor did there appear to be any more difference in their positions at the end than at the start.

This morning was passed on both yachts in preparation for the race tomorrow. John Hyston began work early in measuring the Independence. As a result of the measurement it was announced that she was 9.15 feet on the water line and that her racing measurement was 10.85. The Constitution is 10.75 feet and the Columbia is 10.77. The time allowance is figured out as follows: Constitution allows Columbia 1 minute and 17 seconds, the Independence allows the Columbia 1 second.

It was a fine day for light weather boats, the wind being from the north-east and the water practically smooth. About 1 o'clock the Independence reached out, and when well in the channel eased her sheet and started to sea running before the wind. The spinnaker boom was run out to port and the big spinnaker was set. This is the second time that this sail has been set, it being larger and longer than the first one.

With her sails dragging well she continued out to Brenton's Reef Lightship, when her spinnaker was taken in. The Independence then rounded the lightship, and on the Constitution took a short hunch in toward the Narragansett shore, when she began to beat into the harbor. At 3 o'clock she was off Fort Adams, and continued and went by the Constitution at the latter's moorings and came about and headed over toward Jamestown.

It was too much of a temptation for the Constitution people, and the yacht immediately cast off her moorings and was after her Boston rival. As soon as this move was formed by the yacht in the harbor a number of the steamers weighed anchor and were off to see the fun. When Captain Hall observed that the Constitution was coming he luffed the Independence up in the wind and waited for her to come on.

She was then just off the south end of Rose Island. Both yachts carried only their lower head sails, and when the Independence had her No. 1 club topped up the Constitution only the No. 2. This was but a small advantage, and did not prove to help her much. The Constitution passed astern of the Independence at 3:15, and immediately came about and on the port tack crossed the bows of the Boston boat. The Independence still remained up in the wind.

Thirty seconds later the Independence filled away and the race was on. Both were on the port tack, the Independence about a quarter of a mile to leeward and the Boston boat about a mile to windward. The wind was not what could be called strong, yet the difference in the heel of the two boats was very apparent. The Constitution stood up almost on an even keel, while the Independence had a very noticeable heel. After the boats got going well it was seen that the Independence made more of a fuss forward than did the Constitution, the latter making only a ripple in the water. The Constitution was rolling the water upon either bow. From the point astern of the Boston boat the Independence was seen to be footing faster than was the Constitution, but later it was seen that she had not gained anything on the Boston boat.

At 3:20 the Independence came about on the starboard tack, followed by the Constitution. The Boston boat was being ahead and to windward of the Independence. The Independence's job was to keep the Boston boat on her starboard beam. At this time Captain Hall gave the Independence a hard fall and in a minute or two the two boats were going very fast. Nevertheless there was no apparent difference in the footing of the two boats.

At 3:25, when just north of the Goat Island, while on the port tack, the Constitution sailed into the Independence for her moorings, the Independence keeping up the bay. While it lasted, the brush between the two boats was very close, and the difference in the boats that it would be difficult to say which did it better. If anything it looked as if the Constitution was the better of the two. The crew of the Constitution say tonight that the brush was very close, and that they were not for a minute did the Independence have any show.

At 3:30 the Independence eased off her sheets and headed up the bay. She went over by Jamestown and coming up in the wind took in her sails, and was forced to her moorings by the tug Chesterton. One thing in the brush today was very evident, and that was the way the Independence that quit and not the Constitution, for when Captain Hall gave the Independence a hard fall, the Constitution men were laughing up their sleeves and tomorrow will pay more attention to the race than they are now.

The Independence people have nothing to say on this score, while the Constitution men are laughing up their sleeves and tomorrow will pay more attention to the race than they are now.

Tonight Newport is on the eve of one of the most important races it has ever had, and the interest in it is intense. Each boat has its favorites, but the Columbia seems to have more popular porters. After the performance today between the Constitution and Independence the latter has highly satisfied its backers. There is practically no betting on tomorrow's race.

The steam yacht Electra will be the committee boat tomorrow, while the tug Storm King will take out the association members. The race will be over a triangular course, and the prospects for a good day are encouraging. The racing committee for the yacht race are today constituted by letters, this on account of it being impossible to assign a New York Yacht Club member to the Independence. The Columbia will carry a letter A on her mainmast, the Constitution a letter B, and the Independence the letter C.

NOT HOPEFUL OF WINNING.

The "London Times" Expert Views Shamrock II Dubiously.

LONDON, July 5.—The "Times" expert on yachting is pessimistic regarding the chances of Shamrock II winning the America's Cup. He declares that the best that can be said is that she will probably make a close match with the Shamrock I. It is needless to say that much more was expected of her.

Dr. Washburn Starts for Manila. Dr. W. S. Washburn, principal medical examiner of the Civil Service Commission, left yesterday for San Francisco, whence he will sail July 10 for Manila. Dr. Washburn has recently been appointed a member of the Philippine Civil Service Board.

\$125 to Baltimore and Return \$125 via Pennsylvania Railroad.

Tickets on sale Saturday and Sunday, July 6 and 7, good to return until Monday, July 8. All trains except Congressional Limited.

Flynn's Business College, 8th and K.

Business, shorthand, typewriting—\$25 a year.

CROKER TO BE IN CHARGE.

To Return Before the Majority Campaign in the Fall.

NEW YORK, July 5.—It was definitely made known tonight, from letters received from Richard Croker that he would be in New York during the first week in August. The chief aim of the plans is that he will then visit Edward Murphy, Jr., at Elberon, and after that, he and Mr. Murphy and others will go to the Grand Union Hotel in Saratoga. No decision will be reached at Saratoga regarding candidates, it was declared, but Mr. Croker and his friends will take advantage of that outing to listen to all the arguments for and against men who have come to the front, and finally the great man will decide who is to be nominated on the Democratic ticket.

Tammany men are a little concerned over the attitude of John C. Sheehan's organization, which has recently proclaimed that, no matter what the outcome of the approaching majority campaign may be, the New York Democracy, as headed by John C. Sheehan, proposes to remain in the field as an individual organization. Certain friends of David B. Hill were in town tonight and they said that Mr. Hill had counseled Mr. Sheehan to adopt this stand.

These friends of Mr. Hill went on to say that a year